

## Planning Officer's Report – LDCA NOVEMBER 2024

<b>APPLICATION</b>	<b>2024/45</b> – Proposed CFS Yard to Break Bulk Yard Bridge
<b>PERMISSION SOUGHT</b>	Full Permission
<b>REGISTERED</b>	13 <sup>th</sup> September 2024
<b>APPLICANT</b>	Capital Programme Section, EDIP, St Helena Government
<b>LOCALITY</b>	Rupert's Cargo Handling Port Facility, Rupert's Valley
<b>ZONE</b>	Coastal Zone
<b>CONSERVATION AREA</b>	None
<b>CURRENT USE</b>	Port Facility under construction
<b>PUBLICITY</b>	The application was advertised as follows: <ul style="list-style-type: none"><li>▪ Sentinel Newspaper on 26<sup>th</sup> September 2024</li><li>▪ A site notice displayed in accordance with Regulations.</li></ul>
<b>EXPIRY</b>	10 <sup>th</sup> October 2024
<b>REPRESENTATIONS</b>	None
<b>DECISION ROUTE</b>	<del>Delegated</del> / LDCA / EXCO

### A. CONSULTATION FEEDBACK

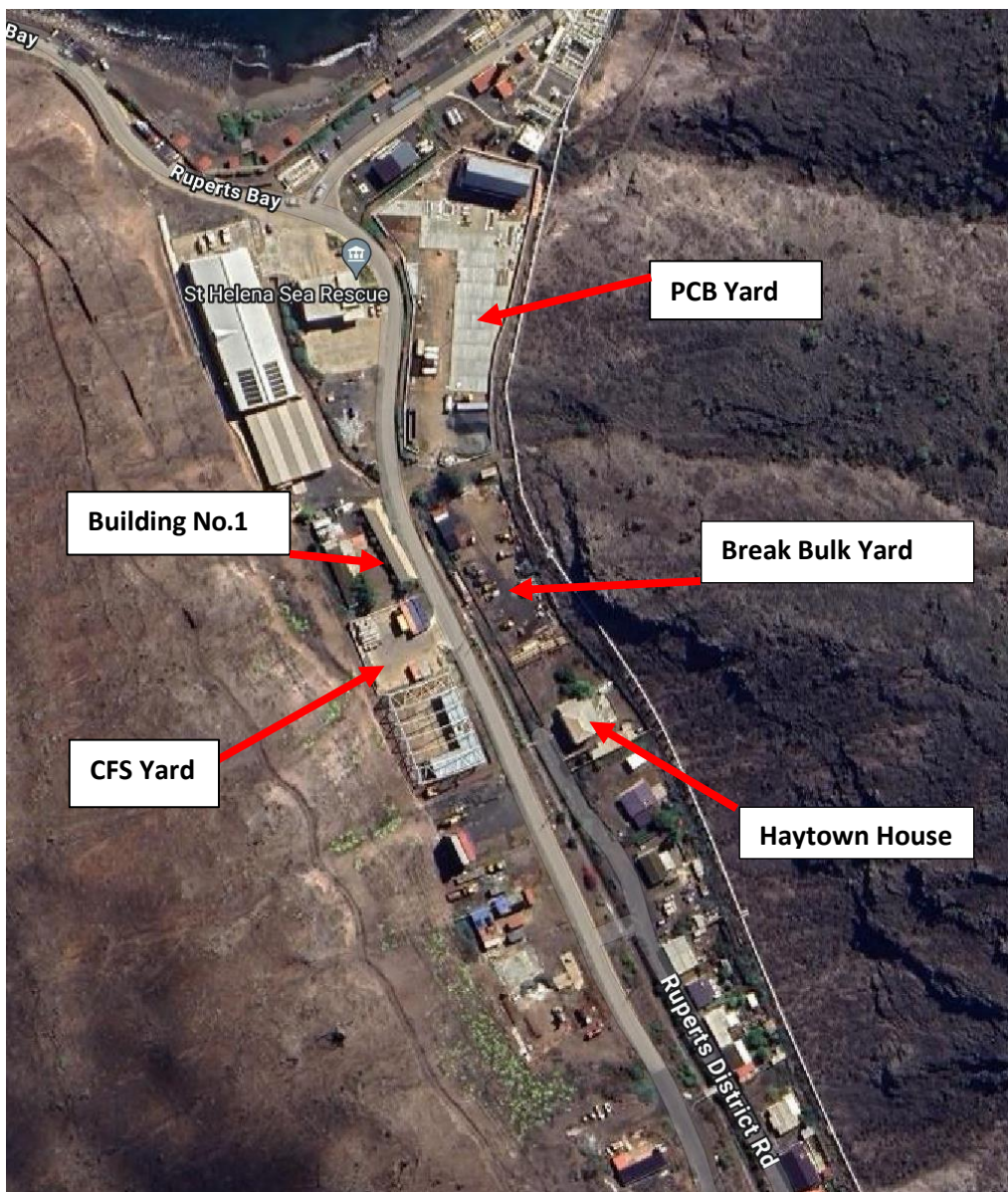
1. Sewage & Water Division	No Objection
2. Energy Division	No Response
3. Fire & Rescue	No Response
4. Roads Section	No Response
5. Property Division	No Response
6. Environmental Management	No Response
7. Public Health	No Objection
8. Agriculture & Natural Resources	No Response
9. St Helena Police Services	Not Consulted
10. Aerodrome Safe Guarding	Not Consulted
11. Economic Development	No Response
12. National Trust	No Response
13. Sure SA Ltd	No Objection - Comments
14. Heritage Society	No Objection
15. Maritime	No Response

## B. PLANNING OFFICER'S APPRAISAL

### PLANNING HISTORY

Development permission has been granted for the container handling facilities within Lower Rupert's Valley, where the project consisted of constructing Port Control and Container Freight Station buildings, abbreviated PCB and CFS. Accompanying these buildings are their respective yards known as the CFS Yard, which adjoins to the north of the CFS building, and the PCB Yard situated south of the PCB. To the south of PCB Yard is the Break Bulk Yard formerly the gardens of Haytown House. The applications' site is designated within the Coastal Zone, and not within any Conservation Area. Haytown House is Grade III Listed Building, Liberated Africans' Depot (Building No. 1) is listed Grade III and Rupert's Lines are also Listed as Grade III (M) - Monument.

**Diagram 1: Location Plan**



## BACKGROUND

Upon completion of the container handling facilities, it is envisaged that all cargo going into the CFS Yard will be containerized, and therefore will need to be placed within the yard by one of the three container-stacking machines. Given that the shipping contract has a limited, fixed timeframe to unload and backload the vessel, it is imperative that operations carried out by the stackers are done so within a safe and timely with little to no disruption within the road network or yards. The intended plan for the stacker was to transport a container from the jetty, up the main road through the Port passing Building No.1 and turning right into the CFS Yard.

However it has been highlighted by the Port Logistics Officer that there may be a number of issues:

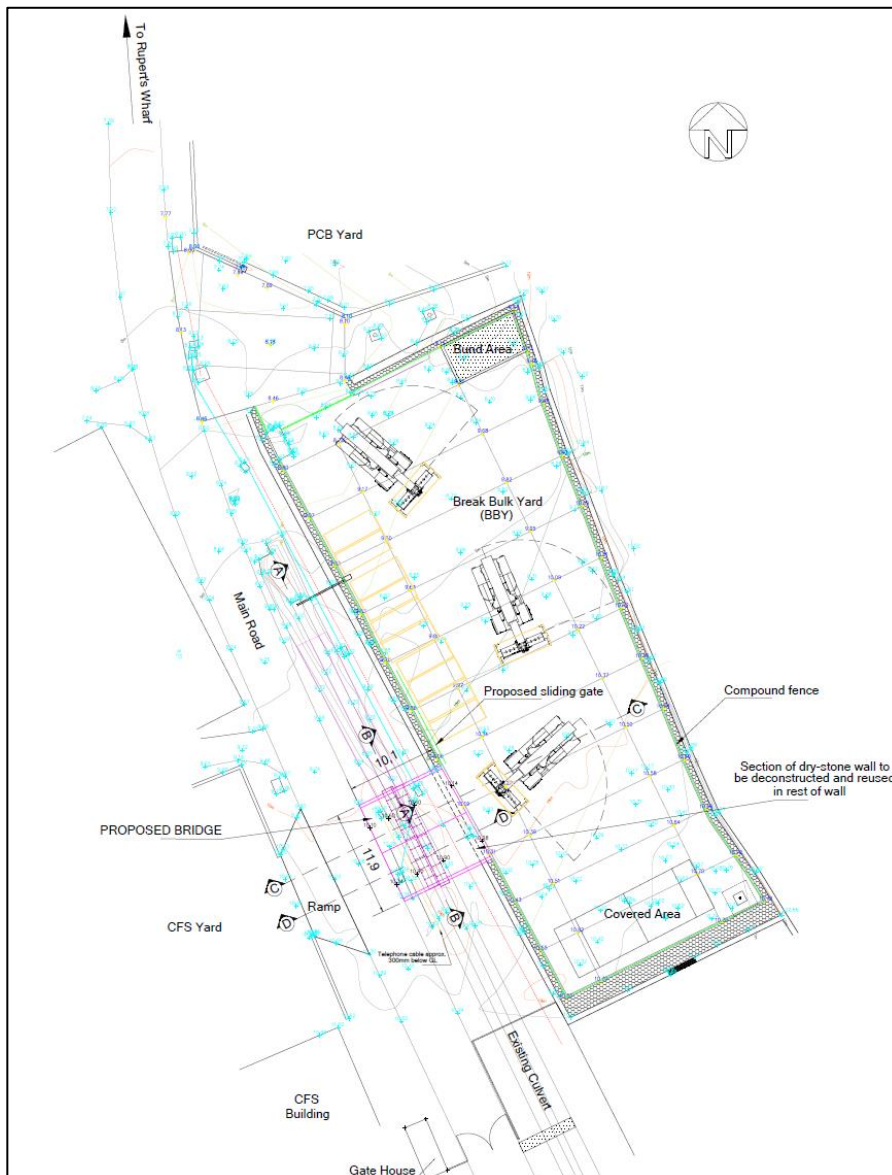
- The stacker could be damaged beyond repair or it will significantly reduce the lifespan of the vehicle. The stacker does not have a suspension system like that of a normal road vehicle. The axle on the stacker is fixed directly onto the frame due to the loading and weight of the machine. As there is a significant difference in levels between the main road and CFS Yard, when making the right turn after building No.1, the front right wheel will start to climb the ramp, whilst the remaining three wheels remain on the lower gradient, and as this vehicle is not designed for this type of approach, it puts tremendous stress and forces on the vehicles frame that could result in the frame flexing or fracturing causing potentially irreversible repair. This not just due to the angles and change in levels but also the weight of the machine, factoring in the counter weight on the rear of the vehicle and that of a container on the front, there is a potential risk of overturning resulting in injury or death of the operator or workers in close proximity.
- Secondly is the proximity to the existing curb and infrastructure on the eastern side of the main road. Due to services such as the fibre optic cable buried at a shallow depth, if the wheels are mistakenly run over this area this may result in a potential communication blackout.
- Stacker may collide with No.1 Building (Grade III Listed Building) or vibrations from passing it may cause potential damage.
- Using the machines in this way will void any warranty if they are operated in a way they are not designed for.
- Drivers of the machines may refuse to operate in this area due to potential health and safety concerns.
- Reputational risk to SHG in the result of any accidents or incidents

## PROPOSED DEVELOPMENT

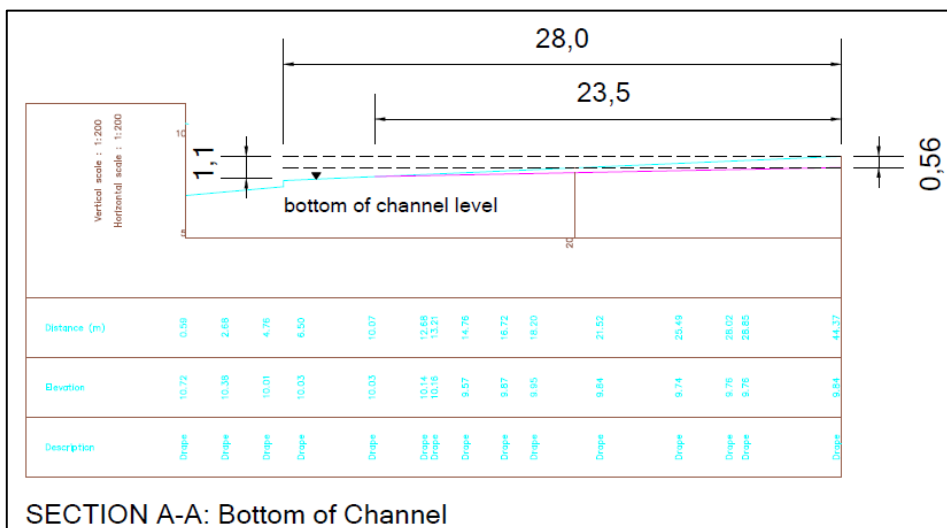
The proposal is to demolish a 12 metre wide section of dry stone wall that forms part of the perimeter around the new break bulk yard, and construct a bridge over the existing channel known as the “Run” to abut the main road from the Break Bulk Yard.

The bridge deck will measure approximately 11.9 metres wide and have a span of 10.1 metres, with a finished surface level to align with the main road. The bridge itself will be constructed using precast concrete culverts that has been designed based on expected loadings. To accommodate the culverts, the bottom of the existing channel at the lower side of the bridge will need to be lowered to achieve a 1.5% minimum fall. It is similar in design to an existing culvert north of the proposed bridge which was constructed as part of the airport haul road. The precast culverts will be topped with a reinforced concrete deck and with 750mm high reinforced-concrete walls that will act as a barrier either side. Existing electrical and telecommunication services will be relocated.

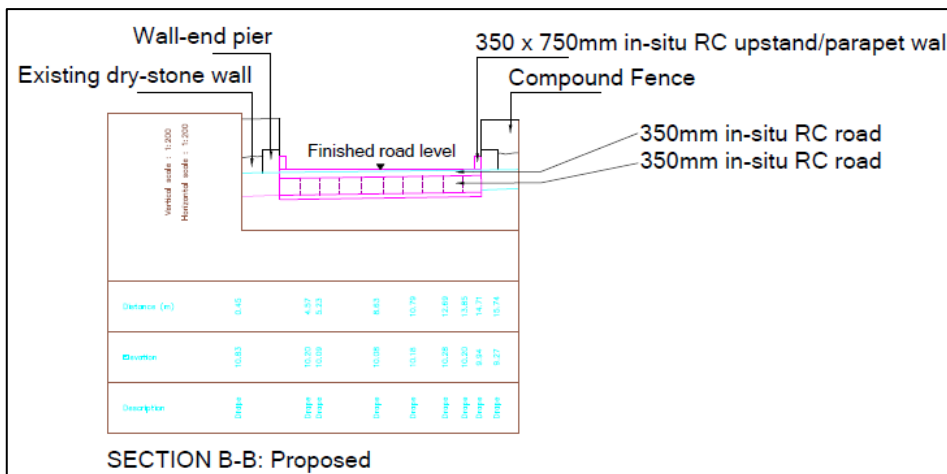
**Diagram 2: Site Layout**



**Diagram 3: Section A-A: Showing Bottom of Channel to be excavated**



**Diagram 4: Section B-B: Proposed Cross Section (West to East)**



**Diagram 5: Section D-D: Proposed Cross Section (South to North)**

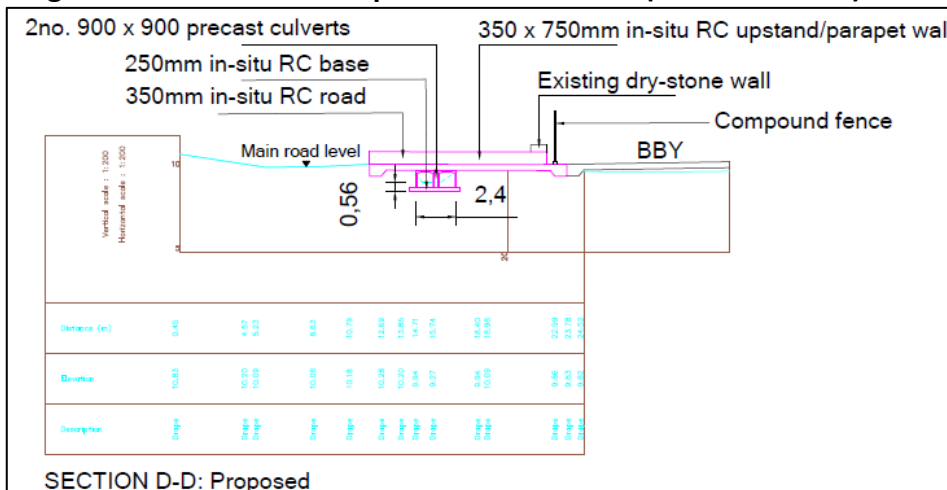
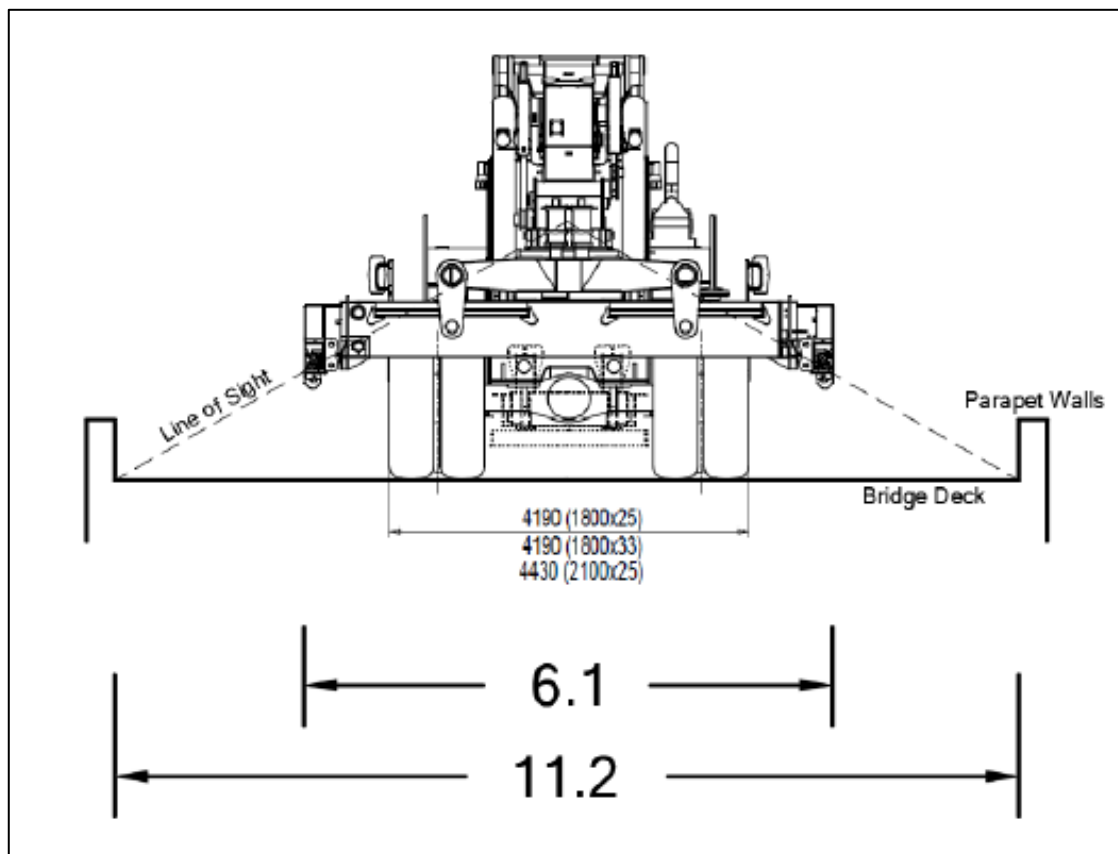




Diagram 6: Photograph



Diagram 7: Stacker Details



## STAKEHOLDER FEEDBACK & REPRESENTATIONS

There were no objections received from stakeholders, however comments were received from Sure South Atlantic Ltd.

**Sure SA Ltd – No Objection:** “As mentioned in the written statement, there are critical services in the area, namely the major fibre cables which provide the island with communications. Please do not excavate in this area until these ducts/cables are relocated by Sure SA Ltd.”

## LEGAL AND POLICY FRAMEWORK

The relevant policies of the Land Development Control Plan (LDCP 2012 - 2022) that are applicable in the assessment of the proposed development are set out below:

- Coastal Zone Policies CZ1
- Road and Transport Policies RT1 (d)
- Employment Premises EP1, EP3
- Built Heritage Policies BH1, BH2, BH3, BH4 c)

## OFFICER'S ASSESSMENT

The applicant has considered numerous options for addressing the issues highlighted by the Port Logistics Officer, and it was determined that this proposal was the preferred solution by the end users.

In assessing the proposal, there will be loss of 12m of garden wall (to Haytown House Grade III Listed, albeit that this part of the original garden now forms the Break Bulk Yard) within the Break Bulk Yard at an approximate height between 0.5m – 1m in height, however the removed stones will be re-used within other areas of wall where it has been previously damaged or in need of repair, as per the details from the original application for the port facility. The proposal would remove stone from a section of the wall to the former garden area but the bridge will seek to protect the No. 1 Building from damage caused by industrial vehicles, which would pass in close proximity if using the main road; overall it is considered that the proposal would protect a whole building at the expense of a small part of the former garden to be used as a Break Bulk Yard, such that it is considered that it would have a neutral impact on the overall heritage assets and their setting in Rupert's Bay.

The final road level of the bridge will marry with that of the Break Bulk Yard and main road, and the appearance will be coherent with features such as the concrete walls around the perimeter of the CFS yard. The bridge will allow for a head-on approach to the steep ramp and reduce the risk of vehicle turn-over, and allow safe maneuverability within a secured area rather than towards the edge of the main road.

In considering the application as a whole and the benefits of this development with addressing the risks such as impact on the existing services, the potential of the stacker falling into the Run, preventing possible damage to No.1 Building and to the vehicle

itself, this proposal is considered, on balance, acceptable.